ported last night as having said that he had been something snap.

Although Engineer Probasco said that the stopping of the trolley care was a piece of nonstance it appears to have been at Mr. Probasco's instance that it was ordered. General Superintendent W. W. Wheatly of R. R. T., said last night:

"Mr. Probasco notified Mr. Brackenridge, the seeinal manager of the road, at about \$20 o'clock that there was some trouble on the Bridge and saked him to reduce the car service about half. A few minutes later Mr. Brackenridge received another order from Mr. Probasco to stop the service altogether.

Police Commissioner Murphy said last night that the order to stop car traffic on the Bridge had been issued by him and that he had instructed Inspector Cross not to let traffic be resumed until Engineer Probasco had informed the police, in the presence of witnesses, that the Bridge was late.

teld the inspector," added Commis-liberphy, "to be sure and have the sees present so that if there should by accident later on the responsibility would not rest on the Police Depart-

The first news of the accident received to Police Readquarters from the Bridge quad came in at twelve minutes after o'clock last sight in this form:

"Seventees girders on the Brooklyn ridge breken, Sand reserves."

Laspestee Gress girters down for the ridge and 150 selectmen were ordered here from fighty possibuts. The police boat airol and the girth launches stationed a ridge and the girth launches stationed a case there should be anybody to pick up a the river for the folice were in the dark a to the serieumen of the accident.

MG OVER IN THE JAM. A surging mulittude besieged the Manhattan entrance after the last trolley car started Brooklynward about fifteen minutes after 6 o'clock. The tall, gray-mustached inspector whose specialty is announcing the destination of trolleys, concentrated the power of his lasty lungs in this stentorian remark:

torian remark:

"Ne more cars to Brooklyn to-day!"
Then the trouble began. The tall inspector, every one of the score of policemen on duty at the Manhattan terminal, and all the uniformed employees of the trolley roads were rushed upon and questioned. The cops and trolleymen all said they knew nothing about anything except that the only way to get across the ridge was to walk.

About this time fire and smoke belohed from the upper window of a building in Frankfort street, and the rumor spread among the inquiring throng that the south roadway was obstructed by fire, which it wasn't.

Everybody who depends on the Bridge has been trained to expect delays and obstructions, and the majority of those who stopped to ask what had happened accepted the situation with philosophy and started for the other borough on foot. An immense jam on the promenade was imminent.

Folks in the crush who recalled the dis-aster at the opening of the Bridge felt some-what uncertain about the safe passage of the civic army. Something might have happened if a mistaken order to the police

happened if a mistaken order to the ponce had not been resoinded.

The order was that nobody should be permitted to cross the bridge by the roadways. The man who gave out this order changed his mind in about ten minutes, and a large part of the marchers were permitted to cross by both roadways. TRUCKLOADS OF WOMEN ON THE ROADWAY.

TRUCKLOADS OF WOMEN ON THE ROADWAY.

There was no objection to anybody going to Brooklyn on the south roadway provided he got in a wagon, truck, carriage or other vehicle. The result of this was that every unloaded truck or wagon overflowed with human freight. Some dangled from rungs. Never has there appeared on a Bridge roadway such a procession in things on wheels. Women and girls, too weary from the hot toil of a midsummer day to take the mile walk, sat on the floors of trucks—where there was room to sit—or clung to the upright rungs.

They were greeted uproariously and applausively by the crowd that, at times, moved almost as one being, so tightly were its units compressed, slowly, but cheerfully, toward Brooklyn. And he girls, especially those who were sitting, waved their handkerchiefs or hats, or both,

waved their handkerchiefs or hats, or both, and looked smilingly at the sweltering

The movement was too slow for am-The movement was too slow for ambitious youngsters in a hurry to get home or to the seaside, and they made for the first board crossings over the train tracks, clambering down the protecting bars of the steel uprights into the north and south roadways. Nobody interfered with them, as the roadways had been declared high ways a few minutes before. A few unafraid young women got out of the jam by the hazardous route of these foot bridges, amid unbounded applause.

MULTITUDE WAS JOLLY. The tendency of the crowd was to look at itself and admire its colossal proportions. It had a good chance to do this at the first two flights of steps this side of the Manhattan tower. Nearly every man, woman, girl and boy who went up these steps turned and gazed wonderingly at the glaring array of straw hats and flowered bonnets in the stream astern, which looked, to the nautical reporter. like the foamy wake of a great reporter, like the foamy wake of a great twin screw ship. As the heads turned voices from other heads in the rear sent up the mighty and derisive shout: "Rubber!"

A German American, stemming the current setting to Brooklyn, expressed his opinion of the bridge management, and the trolley system by a mixture of broken English and German denunciations. He lish and German denunciations. He was cheered all along the line, although few knew what he was talking about. The crowd was much like the shepherd who whistled as he went for want of thought.
It was willing to jolly enybody for diversion It was willing to jolly enybody for diversion. It was characteristically orderly. Nobody picked anybody else's pocket; there were no fights and few quarrelsome words, and the police reported not a casualty. The moment anybody showed a tendency to get "hot under the collar" the crowd began to jolly him and he subsided.

BRIDGE VIBRATES UNDER 50,000 FEET. In the throng there were hundreds who had never crossed the Bridge afoot before and the river scene, absorbed at leisure, was a revelation to them. They noted particularly that the ferryboats on the open decks fore and aft were massed with records in shipmening hats and light still the still and the second in shipmening hats and light. open decks fore and aft were massed with people in shimmering hate and light attire. Nobody in the jostling and talkative push seemed to know what had happened. Some said they never had felt the Bridge vibrate so much near the middle. To the rhythmic tread of so many feet it was small wonder that there was not some swaying. The tread of so many feet it was small wonder that there was not some swaying. The impression of the crowd was that the "power" had given out somewhere. The crush on the promenade of the Bridge did not last more than about fifteen minutes. It was relieved partly by the opening of the roadways and partly by the clambering of the fearless, the athletic and the shapely-legged over the board walks above the train tracks to the roadway. the train tracks to the roadway.

SUSPENSION OF CAR TRAVEL The order to stop the car service reached the Brooklyn Rapid Transit Railroad officials as a complete surprise General Manager Mr Brackenridge asked the Manager Mr Brackenridge asked the police to have enough men on hand to preserve order Then the order to stop was sent to Supt Folger who has charge of all the elevated railroads in Brooklyn and the Bridge railroad He passed it on to Supt. E. F Reaves who has charge of the surface cars while they are on the

Bridge.

There is a standing order to the em-There is a standing order to the employees at the Bridge to issue transfers that are good for the surface cars to passengers for the Bridge cars whenever the Bridge railroad shuts down. This was carried out for a few minutes last night after the order to stop the Bridge trains had been issued. When the passengers with the transfers reached the street they found the trolley cars stopped also. The result the trolley cars stopped also. The result was a grand chorus of protests.

Fortunately the police arrived before any trouble occurred. In Brooklyn the reserve surface cars were diverted to Fulton ferry or sent back through Fulton street. Others were sent on to the old siding at

over to Brooklyn had some trouble finding their care, but the raffroad officials soon had a line of men on hand to direct the growd In Fulton street on this side a double allowance of horse care ran to the packed ferry boats. An extra ferryboat was kept running.

At 7:05 a four-der shuttle train was started across the Bridge on the south track. It made one trip and was then taken off, At 8 o'clock the shuttle train was started again and was continued running at fifteen minute intervals. At the same time two bunches of trolley cars consisting of five cars each were started over the Bridge from Brooklyn and thereafter were kept running at about fifteen minutes head way

running at about fifteen minutes head way

HOW TO GET FROM EROOKLYN TO-DAY.

General Superintendent Wheatly of the
Brooklyn Rapid Transit Company said at
11:30 o'slock last night that the shuttle system of running the cars over the Bridge
would be continued day and night until
further notice. He was informed, he said,
that it the Bridge sutherities were fortunate
in securing the material necessary to make
the repairs the Bridge would be thrown
open again for regular straffic in about
two days. Otherwise there would be a
longer delay. Meanwhile, he said the cars
of the Brooklyn Rapid Transit system
would be run as follows:

Cars of the Fulton, Putnam, Greene and
Geles, Fletbush, Third avenue, Fifth avenue, Berenth avenue and Bergan street
lines would run half to Fulton Ferry and
half to South Ferry. All Court street,
Vanderbilt avenue, Myrtic Ralph, DeKallo
and Smith street cars will run to the Bridge
stand where passengers will be transferred
to the through Fulton Ferry cars. All the
Douglas street ours will run to bouth Ferry
direct.

The Lexington and Myrtic avenue elevated roads and the Kings County road
will run to the Bridge, where passengers will receive transfers to the surface
cars for the ferry. People will be asked,
however, to transfer on this line at Fifth
avenue and Fifteenth street to cars for
Hamilton ferry.

Still later last night Supt. Reeves, in
charge of the Brooklyn Rapid Transit
Bridge being resumed this morning. Employees of the Bridge said that it would
take at least two or three days to replace
the suspension rods. No work was done
last night upon the weakened rods. As a
matter of fact, nothing can be done until
new rods have been obtained.

Traffic was small on the shuttle cars
last night. The Brooklyn ferry lines ran
extra boats all night.

President Greatsinger of the Brooklyn
Brooklyn
Brooklyn ferry
Brooklyn
Brookl

PRESIDENT GREATSINGER GOT ENUBBED President Greatsinger of the Brooklyr

President Greatsinger of the Brooklyn Rapid Transit Company was summoned from his home soon after the car traffic was stopped. He got in a carriage to the New York end and for an hour or more tried to find out from every official he met when the car service might be resumed. To hardly one of these officials was Mr. Greatsinger known, and he received scant courtesy from them.

"I have been unable to find out," he said later, "just what caused the giving way of some of the supporting rods or just what is the extent of the damage. The engineering staff do not seem to be very desirous to give out any information concerning the accident, and as I am not interested in it except to know when my cars can begin running again I have not pushed myself forward. I was speaking to Mr. Probasco a little while ago. He did not know me, and when I asked him to what cause the collapse of some of the girders might be ascribed he said he did not know.

"Subsequently, when Mr. Probasco found out who I was he assured me that the Bridge would be sufficiently repaired to permit of the resumption of the usual car service early to-morrow morning, possibly around 6 o'clock. At 8:40 o'clock to-night we began running shuttle cars and will continue to do so all night. A comprehensive

6 o'clock. At 8:40 o'clock to-night we began running shuttle cars and will continue to do so all night. A comprehensive transfer system has been established on the other side of the Bridge.

"In your talks with the Bridge engineers and officials did you hear any suggestion that the breakdown was due to the overcrowding of the Bridge with cars?" Mr. Greatsinger was asked

Greatsinger was asked
"No, nothing of the kind was mentioned As I have told you, I tried to find out what the trouble was, but could not find an official complaisant enough to tell me I am inclined to think that the accident was due to the hot weather. Such protracted ted snells as we have been having tend

heated spells as we have been having tend to lessen the stability of a steel bridge.

Mr. Greatsinger was kept over here a long time because the stability after the shuttle cars. began running. Heavy trucks were coming over on the north roadway. DEPARTMENT HEADS ON VACATION.

DEPARTMENT HEADS ON VACATION.
Bridge Commissioner John L. Shea is on a yachting trip in Great Peconic Bay.
Deputy Bridge Commissioner Harry Beam and Thomas York are both away, Mr. Beamon a fishing excursion and Mr. York in the country. C. C. Martin, chief engineer and superintendent of the Brooklyn bridge, is in Tewicsbury, Mass.

THE HOT JULY BRIDGE SCARE OF 1898. There was a Bridge scare in the hot weather at the end of July three years ago. One of the steel understays of the main truss the steel understays of the main truss under the southern roadway, about two hundred feet this side of the Brooklyn tower, buckled about 6 o'clock in the evening of July 30, just after a blockade had caused a solid line of trolley cars to form along the roadway. The buckling of the stay made a loud noise, which greatly alarmed passengers on the cars. The stay was put eight inches out of line.

The engineers said afterward that the expansion of the bridge cables in the heat and the consequent lowering of the structure, together with the unusual weight of the cars at that particular time, caused

the cars at that particular time, caused the buckling. Chief Engineer Probasco said that it was a most trivial accident. "The Bridge has not weakened one iota," said he, "These stays buckle frequently in the hot weather. They are only weight distributors. It is the small cables and distributors about the said the said the stay of the said the said

the suspension cables that carry all the weight."
Nevertheless the Municipal Assembly ordered an inquiry and the Brooklyn Rapid transit Company and the Brooklyn Rapid Transit Company, to prevent the probability of a solid line of trolley cars on the Bridge again causing a similar accident, made an agreement with Bridge Commis-sioner Shea that even in case of blockade at any point no car should approach within

Bridge proper. Chief Engineer Martin reported to Bridge Commissioner Shea later that the structure would bear just three and a half times the maximum of dead weight and moving load which had been put on it and that the moving load could be increased 5.6 times without straining the cables to their elastic

"The Bridge to-day is as safe as it ever was," the report concluded, "and that is equivalent to saying that it is absolutely

CARROLL ON HIS WAY HOME.

It Is Said He Brings the Latest Orders From Mr. Croker of Wantage.

was said at the Democratic Club las evening that John F. Carroll was a passenger on board the steamship Germanic, which sailed from England for this port yesterday, and that when he arrived here things would begin to hum in the matter of politics, because he would bring the latest and only authentic

he would bring the latest and only authentic orders from Richard Croker of Wantage, England, the head man in the Tammany machine.

At the same time that this story was told it was said that Mr. Croker had sent word that he would like to have Maurry Dannenbaum come over and make him a visit at the Moat House. It was said that Dannenbaum would make haste to accept the invitation.

SOL BERLINER TO MARRY.

The Consul to the Canaries Chooses Washington Girl for His Bride.

The engagement is announced of the Hor Sol Berliner, Consul to the Canary Islands, and Miss Jennie Ottenberg of Washington, D. C. Miss Ottenberg is a graduate of Barnard Coilege. She is the daughter of a well-known business man of Washington. The wedding will take place early in September, and Mr. and Mrs. Berliner will sail immediate were sent on to the old siding at a tely after for the Canaries, where he will resume his official duties

give him the right to say whether the court shall or shall not sit behind closed doors. This decision to have the sessions open is due to the knowledge of the naval authorities of the great public interest in the Schley case and the desire of the people to be informed of the proceedings from day to day. Mr. Long will place the reception room to his office, a spacious chamber and the largest in the Navy Department, at the disposition of the court for holding its meetings, and one of the adjoining rooms will be used for consultation by the officers composing it.

COMPOSITION OF THE COURT. COMPOSITION OF THE COURT.

The request of Admiral Schley for an investigation of his conduct was granted by Secretary Long without consulting any of his subordinates or President McKinley. After he had read Admiral Schley's letter he sent for the officials of the Department most concerned to consult with them in regard to the question of procedure. These officials are Rear Admiral Crownin-These officials are Rear Admiral Crownin-shield, Chief of the Bureau of Navigation, whose office is the channel of communication between the Secretary of the Navy and the naval service; Commander Cowles, Assistant Chief of the Bureau of Navigation, the naval service: Commander Cowles, Assistant Chief of the Bureau of Navigation, and Capt. Lemly, Judge Advocate-General of the Navy. While they were in conference Secretary Long sent a message to Admiral Dewey's residence for the Admiral to come to the Department. He appeared promptly, and when asked by Mr. Long to serve as President of the court agreed to do so. Mr. Long admitted that he had discussed Admiral Schley's request with Admiral Dewey, but declined to say whether she latter would serve.

"But," he added, significantly, "the Admiral will do his duty."

The naval regulations restrict courts of inquiry to three members. The names of the two others will probably be announced to-morrow or next day. The officers selected have been notified, but the Navy Department will not disclose their names until their wishes have been ascertained. Selection was narrowed down to four retired officers, according to the best information obtainable. Rear Admiral Benham appears to be a certainty as a member of the court. The other officers continued the court.

ham appears to be a certainty as a mem-ber of the court. The other officers con-sidered are Rear Admirals Luce, Kimberly and Ramsay, with the chances that either Luce or Ramsay will serve Ad-miral Schley will have the right to chal-lenge any or all members of the court for cause, but the care which the Department is exercising to select officers of high rank who have nothing whatever to gain by any outcome of the investigation, and who will be above suspicion of any prejudice, is believed by the naval authorities to insure satisfaction to Admired with the satisfaction to admire satisfaction to admired with the satisfaction to the sa insure satisfaction to Admiral Schley and everybody else concerned. The decision to appoint two retired Rear Admirals was due as much to the fact that a retired offi-cer has nothing to fear, as well as nothing to gain, by his attitude on the court, as to the retired list have not been affected to any extent by the controversy that has been waged for nearly three years over

the case of Admiral Schley.

The selection of a Judge Advocate is The selection of a Judge Advocate is another matter of importance. A conference on this subject was held at the Navy Department to-day with particular reference to securing an officer familiar with naval law and the rules of procedure of naval courts. Three officers of the navy and one of the Marine Corps were mentioned, and it is probable that selection will be made from among these. They are Capt. Henry Glass, commanding the Naval Training Station and training ship at San Francisco: Capt. Benjamin P. Lamberton, a member of the Lighthouse Board, stationed here, who was Admiral Dewey's Chief of Staff in the Battle of Manila Bay; Lieut. John J. Knapp, in charge of the Manila Nautical Training School, and Major and Inspector Charles H. Laucheheimer of the Marine Corps, stationed in Washington. Someconsideration was given the contract the contract of school and selection was given the contract of the Marine Corps, stationed in Washington. Some consideration was given also to the question of selecting special counsel to assist the Judge Advocate, and ordinarity and Assistant Attorney-General of the United States, or Edwin P. Hanna, Solicitor of the Judge Advocate-General's office of the Navy Department, both civilians, will be assigned.

THE PROBABLE WITNESSES. Secretary Long said that every officer and civilian whose testimony was desired would be called as a witness, no matter how far away be may be. Any officers or civilians that Admiral Schley may desire to appear will be summoned. The court has no power to summon civilian witnesses but no difficulty on that score is expected The witnesses will probably include Rear Admiral Sampson, who charged Admiral Schley, then under his command, with Schley, then under his command, reprehensible conduct in refusing to obey the Navy Department's order to remain at Santiago; Rear-Admirals Higginson, Evans Cook, Clark, Chadand Taylor, Captains Cook, Clark, Chad-wick and McCaila, Commander Wainwright Lieutenant-Commander Southerland and other commanding officers of vessels that participated in the West Indian naval campaign; Rear Admiral Crowninshield, to verify official communications on file in the Bureau of Navigation; Lieutenant-Commander Mason, the Brooklyn's executive officer: Lieutenant-Commander Hodge tive officer; Lieutenant-Commander Hodg-son, the Brooklyn's navigator; Lieut Sears, Flag Lieutenant on Admiral Schley's staff; Lieutenant-Commander Heilner of the Texas, Capt Sigsbee of the St. Paul, who denied Admiral Schley's official statement of information given him by Sigsbee about Cervera's ships: and possibly Edgar Stanton Magday the historien's Secretary Long, and Maclay, the historian: Secretary Long, and Charles H. Allen, now Governor of Porto Rico, who was Assistant Secretary of the Navy when Admiral Schley notified the Navy Department that he could not obey

orders to stay at Santiago.

It is practically certain that the court will not finish its labors and make its report in time for the Secretary of the Navy to take action in the case before the retirement of Admiral Schley for age on Oct. 9. The circumstance of his retirement will not, however, affect the investigation or the action of the Department, a naval officer, whether on the active or retired list, being subject to the disposition of the naval

authorities. In courts of inquiry not sitting in secret the person under investigation has the right to be represented by counsel, and it is ex-pected that Admiral Schley will exercise that right. Secretary Long's decision to have the court sit in open session is gratify-ing to naval officers, who are also very much pleased over the fact that there is to be a thorough overhauling in a formal manner of the controversy that has set the personnel of the service by the ears

since the war with Spain. The only regret expressed is that the accused officer waited so long before applying for vindication and even then did not do so until seemingly forced to take action by the fear that his friends would turn against him on account of his policy of silence under charges of the most seri-ous character that could be brought against a naval officer. There is gratification over the fact that Admiral Schley did not seek vindication in courts of law. His course in asking for an investigation at the hands of his brother officers is commented on in naval circles as the most manly thing that he could do. Admiral Schley's reference to the pri-

vate attacks upon him leaves no room for doubt that the court of inquiry will ex-amine into what may be termed the side ssues of his case, such as the Hodgson-Heilner episode.

The scope of the investigation will depend largely on the precept of the Department, but it is understood to be the De-

partment's intention to give the court the widest discretion as to the subjects to be Rear Admiral Schley has retained John R. Dos Passos, senior member of the law firm of Dos Passos Bros., 20 Broad street, as counsel to look out for his inter-ests in all matters connected with the pro-

Admiral before the court. It is also presumed that the lawyer will institute any proceedings which Admiral Schley may decide to bring against the Appletons, who published Maclay's "History of the United States Navy."

The Rear Admiral came up from Great Neck L. L. vesterday and Spent the day in Neck, L. I., yesterday and spent the day in town, returning by the steamer Nantasket in the afternoon. It was said that he spent most of the day with his counsel. When

posed court of inquiry and it is presumed that Mr. Dos Passos will represent the Rear Admiral before the court. It is also pre-

HEAT HOLDS ON IN WEST.

SCHLEY COURT OF INQUIRY:

Continued from First Page.

Give him the right to say whether the court shall or shall not sit behind closed doers. This decision to have the sessions open is due to the knowledge of the naval authorities of the great public interest in the Schiey case and the desire of the peo-

"ALL WAS WRONG WOTH SCRLEY."

ading of Orders at Cleafacgos. BOSTON, July 24.-Rear Admiral Sampson is glad that a court of inquiry has been asked for by Admiral Schley. He hopes he said at the navy yard this morning that the investigation will be thorough and that not a detail of anything that has been in dispute will be avoided by the investigating board. The Admiral says he did not criticise the parts of the Maclay history which dealt with Admiral Schley He did not even make a pencil mark on any of the advance proofs sent him, excepting to change an error in a date or something of that kind, and he denies that he said anything to Maolay about Admiral Schley or any one else. When questioned about the code signals

arranged with the insurgents at Cienfuegos

the Admiral said that if Admiral Schley did not know about the signalling order it was through no fault of Sampson; that he had given out the order with the instructions that it be communicated to all of the Captains of the fleet; in other words, if the order was not duly received by Capt. Cook of the Brooklyn and communicated to Schley it was the fault of some one of the officers under Admiral Sampson. However, the Admiral said that he had every reason to believe that the order was received by all.

"If Schley did not know about this order regarding the signals it was not my fault," said Admiral Sampson. "I issued it and with the intention that it should be communicated to all of the Captains. So far as municated to all of the Captains. So far as I am now aware there is no reason why Schley should not have got his orders with the rest. Schley ought to have known about that, anyway. I gave orders to Capt. McCalla several days or at least a day before leaving Cienfuegos. There was an understanding with the insurgents on shore, and they were to communicate with Admiral Schley and Capt. Cook. I cannot recall now what the code was in detail, but it was given to the officers of the fleet. I know of no reason why Admiral Schley and his Captain, Cook, should not have known it. The other officers had it, and to say that the order was not to communicate the code to order was not to communicate the code to the two on the Brooklyn is a mistake.

order was not to communicate the code to the two on the Brooklyn is a mistake.

"Of course, Schley might have misunderstood the orders. He knew of a ship which went into Cienfueges before his very eyes and found no Spanish ship there. It was perfectly plain that they were not there. Anyway, it was plain to us and ought to have been plain to him."

Rear Admiral Evans is quoted as saying that had Schley had the information he could have gotten away thirty-six hours earlier. To this Admiral Sampson replied:

"Yes, I should sey it was about that length of time earlier that Schley should have gotten away. This whole matter has been settled, settled time out of mind."

"Settled that Schley neglected orders, disobeyed and did not get away quick enough?" the Admiral was asked.

"Yes; that has been settled. All was wrong with him, from the time he had anything to do with it, yes, from the beginning. There never was a real misunderstanding of the orders."

Going over the question of the communication of the code signal again, Admiral Sampson reaffirmed what he had said in the beginning. He said:

"Orders were given through Capt. McCalla. There was an understanding with the insurgents on shore, and I have no reason to believe that the code was not given to all."

"Could the insurgents have failed to communicate with Admiral Schley?" was asked.

"I think not."

"I think not."
"Could the insurgents have misunder stood the arrangement? "I have no reason to believe that the

arrangements were not made known to all," reiterated the Admiral, "but there never was a misunderstanding. SCHLEY'S FRIENDS WONT REST.

Senator McComes Sars if the Naval Decision I Hostile Congress Will Investigate. BALTIMORE, July 24. - United States Sena tor McComas returned from his tour of the Northwest to-day, and at once plunged into the law business that awaited his atten-

tion. A few personal friends, who had been apprised of his coming, called to pay their respects. In speaking of the Schley-Sampson controversy, the Senator said: "I had hoped that the attacks on Rear Admiral Schley would have ceased and

that he would be allowed to rest upon the laurels he had gained, but it appears that, goaded on by a vituperative pamphleteer and some of his friends, he has decided to ask for a court of inquiry. Should the decision of this court not coincide with popular opinion, it is more than likely that a Congressional investigation will follow and the matter not be finally dis posed of for some time to come.

"The trouble was in a fair way of being adjusted during the last session of Congress, when I proposed that both officers should be advanced to the grade of Vice-Admiral. The friends of Schley, as well as of Sampson, advocated the bill carrying into effect these promotions, and the measure stood a fair chance of passing, when Sampson wrote that very unsailor-like letter criticising the promotion of warrant officers, whereupon sentiment underwent a decided change. Strong opposition developed to the promotion of Sampson, and, as a result, the bill was abandoned. It appeared to me at the time that had my plan not miscarried, it would have put an

end to the controversy." CUMBERLAND, Md. July 24 - United States Senator Wellington, upon being asked for his views of the new phase of asked for his views of the new phase of the Schley controversy brought out by Maclay's history; said to-night that his position was well known as an advocate of the rights of Schley in the face of most derogatory statements and the present tactics against the Admiral have only cemented his kindly feeling toward him. Wellington refuses to discuss his course in the matter when the Senate convenes. in the matter when the Senate convenes but close friends intimate that he has a sensation to spring.

Giles -Redgers.

NEWPORT, R. I., July 24. - There was naval wedding at Jamestown this afternoon, when Miss Frederica Louise, daughter of the late Rear Admiral John Redgers, was united in marriage to Mr. Robert Gles, son of the late Rev. Robert Giles, Canon of Lincoln Cathedral, England The ceremony took place in St. Matthews Church, the Rev. C. D. Burrows officiating. The bridal party, composed of the ushers Mr. Donald Rodgers and Naval Cadets John Rodgers and C. P. Rodgers, cousins of the Rodgers and C. P. Rodgers, cousins of the bride, and Mr. Richard Wainwright, and the bride, escorted by her brother, Lieutenant-Commander William L. Rodgers, and Miss Helen Rodgers, sister of the bride, who attended her, was met at the chencel by the bridegroom, attended by J. L. Carmait, the best man. The bride was given a way by her brother, Lieutenant-Commander Rodgers. Mr. and Mrs. Glies will make their home for the next few years at San Juan, Porto Rico, where Mr. Giles is engaged in business as a civil engineer.

Gov. Odell in Buffalo.

Ruprato, July 24,-Gov. Cdell and party arrived in Buffalo to-night and visited the Exposition grounds. In the morning he will inspect the Buffalo State Hospital.

CROPS NOT HELPED BY THE SCATTERED SHOWERS. ne Severe Local Storms A4d to the Damage

-Forecaster Frankenfield Says There Are No Signs of the Much-Needed General Rain

-Extreme Heat in Misseuri and Kansas WASRINGTON, July 24.-Forecaster Frankenfield said to-night that the condition in the oorn beit remained practically unchanged Showers felk to-day in portions of Oklahoma Territory, northern Illinois, northwestern Iowa, in both the Dakotas and in Minnesota and Michigan; and in a portion of east Missouri, where the drought has been most severely felt, a severe hailstorm was experienced. Rainfall at those places, Mr. Frankenfield said, was purely local and did not serve to alleviate the severity of the drought. The only thing which could possibly relieve conditions in any degree, he said, was a long-continued rain, and he saw no chance for that as yet.

St. Louis, July 24 .- At 8 o'clock this mornng the Government thermometer stood at 88 degrees as against 81 degrees yesterday 92 degrees yesterday and at 11 o'clock 100 degrees to 97 degrees yesterday. The heat was so intense after 11 o'clock that business

From all parts of the State reports show that there has been no let-up to the heat and that all are suffering untold misery, with no prospect of relief at hand.

The scarcity of water continues in the Oscarks, Belle Maries county. Water fit the same figure in the grading camps along the St. Louis line extension, all through Osage and Maries counties. In Southern Pulaski county the price ranges from 20 o 50 cents a barrel, depending upon distance the water is hauled.

Nineteen deaths and fifty prostrations occurred during the day and a new heat secord was established, the thermomete roing above 107.

record was established, the thermometer going above 107.

TOPERA, Kan., July 24.—Today broke all other records for heat in Kansas and the Missouri Valley. The Government thermometer registered 105 degrees, while other thermometers throughout the State marked the temperature at from 107 to 109. A score of prostrations have been reported to-night from towns, and three farmers in Dickinson ioounty, fellideadin their fields. It is now too ate for the rain to do the corn much good. Fruit is drying up and failing from the trees. All vegetables are destroyed by the prolonged drouth.

St. Path. Minn., July 24—Two tornadoes swept over southern Minnesota early this morning, destroying crops over a small area.

The heat is so great in South Dakota today that advices say there will not be any grain left. North Dakota wheat is beginning to show the effects of the heat and unless relief comes very soon it will be burned up quickly. The heat has caused spontaneous combustion in dozens of places and set fire to grain fields.

Two more days will tell the story of the Northwest crops. Good rains must come to save the wheat.

Lincoln, Neb., July 24.—The mercury began another steady climb this morning. Beginning at 79 degrees at 7 o'clock, it shot up almost 20 degrees in three hours, registering 97 degrees at 10 o'clock. The local station of the Weather Bureau predicts possible thunderstorms to-night, but holds out no other hope for relief from the heat.

ARNATOR SLATER ON HIS MUSCLE. Gang Routed.

ASBURY PARK, N. J., July 24 .- State Senator Creed of the firm of Harsden, King & Creed commission merchants at 58 and 60 Leonard street. New York city, had an exciting encounter last night at Bradley Beach with a gang of toughs. [The Senator and Mr. Creed, whohs a resident of East Orange, have summe cottages at Bradley Beach. Last night they entertained a party of ladies at a clam bake on the beach. They built a big fire a short distance from the water and proceeded to boil oorn and lobsters in two kettles and to roast the clams at the base of the fire. At 10 o'clock several rough-looking m

pproached and stood looking on. Presently two of them got a long rope from a neighboring boat. Each took an end, one standing atill and the other running around the fire. sefore the merrymakers were aware of what was taking place their fire and eatables were cattered by the rope and they themselve were being dragged along the sand.

The Senator and Mr. Creede, both of whom are powerful men, started for the toughs. The Senator caught the biggest one on the law with a heavy blow and Mr. Creede did the same for the other. Two of the other toughs then joined in the battle and the rest ook to their heels. The two summer residents were more than able to take care of their opponents. In a short time they had them at their meroy. One of them proved to be a special policeman who was intoxicated, Senator Slater dislocated two of his fingers on the policeman's jaw. Then the latter and his companions were driven from the beach by the two men with kicks and cuffs to keep them on their way.

Injunction in a Teamsters' Strike.

CINCINNATI, July 24. - The Cincinnat Transfer Company in the Superior Court Transfer Company in the Superior Court to-day asked for an injunction against thirty-five strikers and the Teamsters Union No. 18. The charge is made that the men are picketing the stables and keeping men from working or threatening those who are at work. A temporary restraining order was issued. The teamsters working for the Transfer Company struck on Tuesday because a union teamster was discharged for refusing to help a non-union man unload his wagon.

Held Her Pace in a Spring and Was Drowned BALTIMORE, July 24.-Miss Evelins C. Ware ended her life at an early hour this morning by thrusting her head and face into an unused spring on the farm of James O. Spear, Dorseys, Howard county. Miss Ware, who was about as years old, had been subject to attacks which had impaired her mental faculities. The spring is about the size of a small washtub and contained only a foot of water.



Did you ever walk over cool dewy meadows barefooted?

Next best thing is ventilated

Shoes that look exactly like ordinary hot shoes; but built so that the cool air can play around your feet.

\$3.50 and \$5.

Next coolest shoes are low shoes-all kinds, \$3.50 and \$5. During July and August stores close at 5:30 p. m. Saturdays 12 noon.

ROGERS, PEET & COMPANY. 258 Broadway, cor. Warren, and 7 and 9 Warren St. 569 Broadway, cor. Prince, 1260 Broadway, cor. 32d. and 54 West 33d St.

In case of fire you must prove your loss or you cannot get your insurance Therefore keep your books and records in a HALL SAFE. Sold for 60 years has stood all tests. Prices right.

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INTERNATIONAL BOAT BACES.

The "Field" Suggests That Challenge Cupe

In the issue of July 13 the Field comments on the proposal to confine Henley regatta to British entries in future. The view taken by the head master of Eton is supported throughout the article and all the old argu ments as to the longer training and specializ tion of the foreign orews are referred to The most interesting part of the editoria s the proposition to establish internat challenge cups for eights and fours, which is outlined as follows:

"Even if the Henley regulations-like the for the Wingfield Soulis should be for the future se framed as to exclude all aliens, there would be no ground for imputing cowardice to us under existing oiroumstances. We have reason to believe, however, that such a closure of the regatta should really be ruled for the future, as being more truly n accordance with the spirit in which the old challenge prizes of Henley were dedicate by the donore, the same influences which would work for that closure would endeavor -for vindication of British fearlesaness of meeting all comers on equal terms—te prowhenever alien amateurs desired to try conclusions with English earsmen.
"What the form would exactly be we can

What the form would exactly be we cannot safely say at this juncture. But, roughly speaking, we believe that something to the following effect might commend itself: To found a couple of international challenge cups, one for eights and one for fours, to be rowed for at an international meeting (at Henley or Putney) at a reasonable date in the summer after Henley, provided that there were alien challengers declaring entry by some fixed date (say April or May). Without challengers there would be no international regatta, for, from what we know of English amateur clubs, only a small section, if any, would want to fight Henley battles over again solely among themselves. If there were aspirants notified from abroad in due course, then it should be open to any home club which would qualify for competition for the Grand Challenge Cup to enter for the international oup for cups in dispute. The above is an offhand sketch of a possible alternative to the present unsatisfactory process of staking in the unsophisticated eyes of Europe and America, international prestigs in aquatics on the present unequal terms, which were exemplified at the late Henley regatts. There doubtless may be other alternatives and sub-modifications of the object in view, all of which will doubtless obtain due consideration from the Henley executive. It is an open secret that an influential section of that executive are, individually, in favor of at least a closure of the Henley prizes against alien entries. Whether some substitute competition shall be inaugurated is a matter for independent consideration, and is one which needs not, of necessity, be taken in hand by the Henley executive. It is an open secret they to see their way to promote it for even to cooperate in it), its prestige would no deubt be greater under their auspices than under those of any other combination. not safely say at this juncture. But, roughly

PATHER BAXTER'S PLIGHT. May End Fight With Bishop To-day by Leaving

St. Patrick's Rectory. The Rev. John F. Baxter, who has prelonged his departure from Brooklyn to a new Catholic diocese in West Australia since July 1, in deflance of Bishop McDonnell's exeat, was still occupying yesterday his old rooms at the rectory of St. Patrick's Church, although he had been frequently notified to rector. It is understood that the trouble will end to-day by Father Baxter's departure from the rectory, although he may not leave for Australia for some time. Father Taafie made this statement yesterday: Father Baxter's conduct has been inexplicable. He made this statement yesterday;
Baxter's conduct has been inexplicable. He secured his exast over a year ago, and yet he has remained here with no apparent intention of going to Australia. I asked him to leave, but he refused to go I have forbidden him the use of the dining room, yet he still remains. I could lock him out, but I do not like to resort to extreme measures. I understand that he is getting ready to leave, which will be a great relief. That a priest should remain in a house where he is not wanted was unheard of before."

CAT WAS BOARDED UP A MONTH. Fraced by Its Mewing Under Floor of House -Nearly Dead, but Will Live.

About a month ago new floors were laid in a house in Flushing, L. I., owned by Dr. E. A. Goodrich. A cat about the place dis-appeared about the same time. A family which moved into the house a few days ago was annoyed by the mewing of a cat, but the cat itself couldn't be found. The sounds were finally traced to a spot in the floor of one of the rooms. Boards were taken up and the cat crawled out. The animal was in

AGREEMENT ON THE PHILIPPINES. Beported Adoption of Plan of Dealing With the Friars.

Special Cable Despatch to THE SUR.

LONDON, July 25 .- The Rome correspondent of the Chronicle says that a complete agree-ment has been reached by the Vatioan and the United States regarding the religious orders in the Philippines.

According to this agreement the Dominican and Augustinians will remain as at present. but the Spanish monks will be replaced from time to time by others. A moderate compensation will be given for property handed over by the friare.

WU TRIES "LOOP THE LOOP" And Is Further Impressed With the Greatness ATLANTIC CITY, N. J., July 24 .- Wu Ting-

fang, the Chinese Minister, made several trips to-day on "Loop the loop," and enjoyed himself immensely. On leaving the car the Minister exclaimed: "The more I see of the American people the more I am impressed with their great-

Five hundred men in the Abendroth-Root Manufacturing Company's iron pipe plan Manufacturing Company's iron pipe plant in Greenpoint were thrown out of employment yesterday by a fire, which destroyed the structure. The building was a tall one-story irame, covering a city block. The factory was run night and day. The fire started in the galvanizing department, and when the firemen arrived it was evident that the factory was doomed, so they devoted their attention to saving the jute mills and nearby tenement property.

Sucked Under a Train by the Wind

FASTON, Pa., July 24.-Julius Dupont, aged 38, a cooper at a cement plant nea here, met death to-day when a rushing special train sucked him from a railroad platform and ground him to piece, under the car wheels, pupont with his family was waiting for an accommodation train to start on a day's

Bates Machine Company Plant Sold. NASHUA, N. H., July 24.-The plant of the Bates Machine Company has been sold, the purchaser being the Improved Paper Ma-chine Manufacturing Company of Boston. The plant will be greatly improved, it is said, and 100 skilled workmen will be employed.

TO SAVE HAYMARKET SINNERS. Evangelist to Hold Forth in the Dance Hall One Night in Seven

After six nights of drinking, dancing and carousing, the Haymarket dance hall at Sixth avenue and Thirtieth street will be turned into a house of worship on the seventh night. Beginning next Sunday night this will be done by the Rev. Joseph Jones, the acting superintendent of the Makuley Mission.

Mr. Jones was the Secretary of the Bowery branch of the Y. M. C. A. and he knows from

experience that there is a heap of evangelistic work to be done in the Tenderloin. In undertaking this he has the cooperation of Deputy Commissioner Devery, who, to be interested in reform, is in this movement. That, he says, is because he considers it practical. Mr. Jones was fortunate in knowing Mr. Devery, and to him he went first with his plan. Strangely enough, Mr. Devery enthused over it.

"That's great," said he. "That's the way to reach them folks. That's the kind of re-form that'il do some good. Most people who start out with that object in view do more harm 'en' good, because they dont go about in a practical way. Sure I'll belp you. Why I'll see Corey, who runs the Hay-market, and ask him to let you have the place."

you. Why I'll see Corey, who runs the Haymarket, and ask him to let you have the
place."

Mr. Devery was as good as his word. He
saw Corey and when Mr. Jones called en
the proprietor of the dance hall he willingly
agreed to let him have the place every Sunday
night.

And it wont cost you a cent, said Corey.
The place, the lights and the ice water will
all be free.

After that Mr. Jones sent word to all religious denominations that he would be
pleased to have them send representatives to
the dance hall meetings. In this way, he says,
a sinner of any faith may be properly taken
care of by those best able to look after him.
The Rev. Mr. Jefferson, the pastor of the
Broadway Tabernacie, at once offered his
assistance and the choir or part of the choir
of the Tabernacie will sing at the first
meeting.

"I am going slow about this thing," said
the evangelist last night, "and in goling slow
I hope to make few misstakes. The active
cooperation of Chief Devery has been the
greatest belp to me, with Mr. Corey's willingness to let me have the dance hall for Sabbath
night services. It wont take very much real
or be very hard work to save many of the
unfortunate women who frequent the Haymarket. These women are the best of they
class. Meet of them are intelligent and will
listen to reason. They are not altogether
bad nor have they fallen as low as their Bowery
sisters. But there is only one way to reach
this class, and that is to go right to the recors
they frequent. That is what I'm going to
do and I hope with success."

The Sunday night meeting will begin at
8 o'clock, and all who desire mey attend the
services.

CUT HIS WRISTS IN A PERRYHOUSE

Thea a Crasy Salesman Turned On a Phone graph and Listened to "Good-by, Delly." Robert Davidson, a young stationery sales man of 766 McDonough street, Brooklyn.

severed the arteries in his wrists with a pocketknife in the East Twenty-third street ferryhouse yesterday. Then he walked to a
nickel-in-the-slot phonograph and intened
to the song, "Good-by, Dolly, I must leave
you."

Davidson is 26 years eld. He got married
only a short time ago. He walked into the
smoking room of the ferryhouse yesterday
afternoon, whipped out his knife and slashed
his right wrist. Then trying to stop the
flow of blood with a handkerchief, he started
back to the main waiting room, cutting the
artery of his left wrist as he went. He left back to the main waiting room, cutting the artery of his left wrist as he want. He left a trail of blood in his wake, but his condition was not discovered until he had reached the phonograph and started the music. Just as the song ended Davidson, weak from loss of blood, fell back into the arms of Policeman Dunn, who was just about to ask him how he happened to be bleeding.

Dr. Huleth came from Bellevue, and having stopped the flow of blood from Davidson's wounds by an application of tourniquets hustled the would-be suicide to the hospital. Davidson had helped save his own life, the surgeon said, by binding his right wrist after outting it.

outting it.

At the hospital the man's identity was learned from papers in his pockets. It was thought that the heat had affected his brain. His wounds were not dangerous so he was released.

released

Last night Davidson made another attemps to kill himself at his home. He lives with his wife and two children. About 9 o'clock Dr. H. Nichols of 738 Decatur street was called to McDonough's home. He found the salesman unconscious on the floor, a stab wound about three inches long and quite deep in his chest. Davidson's family told Dr. Nichols that he had failen against the edge of a table. The doctor decided that Davidson had tried to kill himself and notified the police. They put him under arrest for attempting suicide and sent him to the Eastern District Hospital.

ICE SHORTAGE IN WASHINGTON. Less Than One Day's Supply on Hand-Se Be Brought in by Rail.

WASHINGTON, July 24 .- There is denger of an ice famine in Washington and the dealers have already been obliged to out down on large consumers in order that the family on large consumers in order that the family trade may be supplied. Nearly all the toconsumed in the city is brought here in saling vessels from the northern coast. On account of the calm weather prevailing along the coast for several days, these vessels have been able to make little progress. There is said to be less than one day's supply of ice left in Washington. The companies are making efforts to get a supply quickly by rail.

Prof. Abbett of Butler College Drowned. INDIANAPOLIS, Ind., July 24,-Edges W. abbott, professor of Romance languages at Butler College, was found drowned in hoat at Broad Ripple and this morning some fishermen saw the boat with a man's clother in it moored to the bank. After a little search, the body was found some distance away in four feet of water. It is not known whether it was accidental or intentional. Frof Abbott was to have been married in one month to Miss Clara McIntyre of Lexington, Mass.

Rilled in a Runaway Accident. UTICA, N. Y., July 24-Mrs. M. Moore, of New York oity was driving with her sen George W. Moore, last evening when the horse took fright and ran away. Both were thrown out, Mrs. Moore being instantly killed. Her son will recover.

SIGNS OF PARALYSIS. Can Be Discovered in Time.

"Numbress of the hands and arms, with premonitions of paralysis, kept by me while was using coffee. I finally discovered it was caused by coffee; when I guit the coffee and began drinking Postum Food Coffee the numbness ceased ontirely and I have been

very well ever since. At that time I was un-able to sleep, but now I sleep perfectly. Husband was also troubled from lack of sleep while he was drinking coffee, but now

sleep while he was drinking coffee, but now he uses Postum Food Coffee with me, and we both sleep perfectiv. Our little boy had peculiar nervous spells and I stopped the use of coffee with him and have been giving him all the Postum Food Coffee he cared for. He is perfectly well now.

My sister was troubled with nervous headaches while she used coffee. She found how greatly improved we were from discontinuing it and using Postum Food Coffee, so she madithe change, and is now rid of her nervous headaches. We are naturally strong advocates of Postum." Mrs. J. Walford. Castalia, Eric Co., Ohio.—Adi.